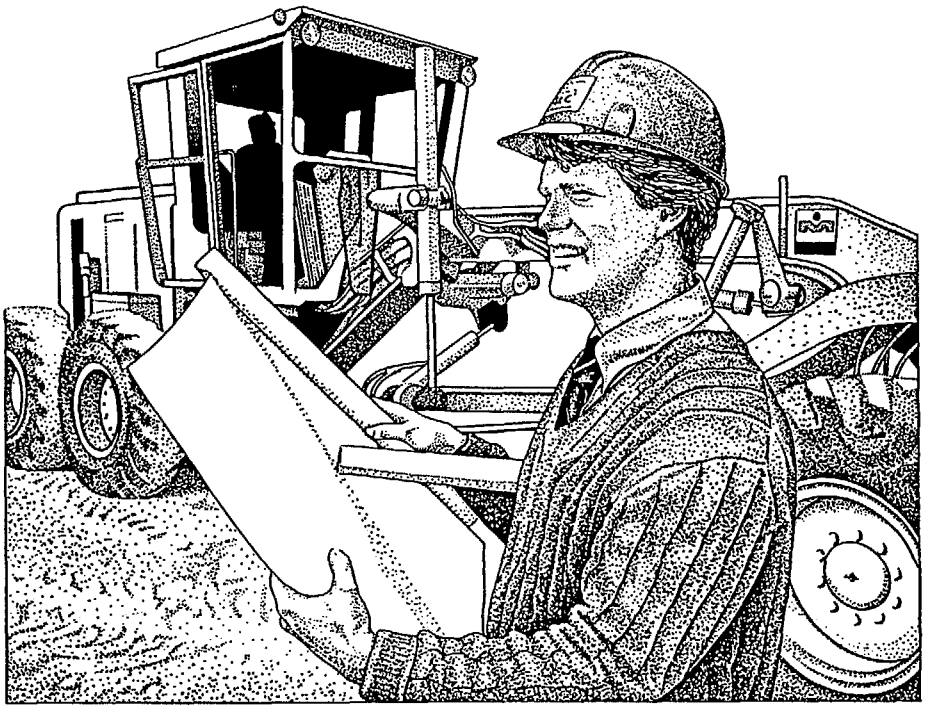
Chapter Five
AIRPORT PLANS



Chapter Five
AIRPORT PLANS

A set of plans, referred to as **Airport Layout Plans**, has been prepared to graphically depict the recommendations for airfield layouts, disposition of obstructions and future use of land in the vicinity of the airport. This set includes the following.

- Airport Layout Plan
- Terminal Area Plan
- Part 77 Airspace Plan
- Approach Zone Plan
- Runway Protection Zones Plan
- Airport Land Use/Noise Plan
- Airport Property Map

DESIGN STANDARDS

The design standards applied to the development of Cottonwood Municipal Airport are prescribed in FAA Advisory Circular 150/5300-13, Airport Design. The design standards are based upon several factors which includes the approach speed, the operating weights and the wingspan of the aircraft.

Based on forecasts of aviation demands, Cottonwood Municipal Airport would be expected to serve aircraft in Approach Category B (approach speeds between 91 and 120 nautical miles per hour). The majority of the aircraft anticipated to operate at the airport would be in Airplane Design Group II (ADG II), aircraft with wingspans less than 79 feet in length. The runway and other airside facilities should be designed to accommodate aircraft in Approach Category B and ADG II. The design load bearing strength of the runway, taxiway and taxilanes should be designed to support aircraft with weights of 12,500 pounds or less single wheel loading (SWL). The design standards used in planning the facilities and airport layout are listed in Table 5A.

TABLE 5A
Airport Design Standards
Cottonwood Municipal Airport

Descriptor	Existing	Ultimate
Runway Length (ft)	4,250	4,250
Runway Width (ft)	75	75
Runway Strength (lbs)	30,000 SWL	12,500 SWL
Runway Safety Area Length (ft)	300	300
Runway Safety Area Width (ft)	150	150
Runway 14 RPZ	Visual	Non-precision
Runway 32 RPZ	Visual	Non-precision
Parallel Taxiway Length (ft)	3,650	4,250
Parallel Taxiway Width (ft)	40	35
Parallel Taxiway Strength (lbs)	30,000 SWL	12,500 SWL
Runway Centerline to:		
Parallel Taxiway (ft)	150	240
Aircraft Parking (ft)	250	250
Building Restriction Line (ft)	375	425[(1)]
Taxiway Centerline to:		
Parallel Taxilane (ft)	65	105
Fixed or Movable Object (ft)	44.5	65.5
Taxilane Centerline to:		
Parallel Taxilane (ft)	64	97
Fixed or Movable Object (ft)	39.5	57.5

Notes: RPZ - Runway Protection Zone
SWL - Single Wheel Loading
N/A - Not Applicable

(1) - The Building Restriction Line (BRL) will vary depending on runway and terrain elevation. This table assumes the runway and terrain elevations are the same. This distance will provide adequate imaginary surface clearance for a 35 foot building. The BRL may be adjusted for buildings/objects of lesser height in relationship to the runway elevation at that location.

Source: FAA AC 150/5300-13

AIRPORT LAYOUT PLAN

The *Airport Layout Plan (ALP)*, Sheet No. 1, graphically presents the existing and planned airport layout and depicts the recommended improvements needed to meet forecast aviation demand. Detailed airport and runway data are provided on the ALP to facilitate the interpretation of the master planning recommendations.

The ALP is an overview of the proposed development of the airport through the year 2015. Although it does not depict the various stages of development leading to the completion of the 20-year plan, additional exhibits and plans in this report show the development stages in detail. The improvements indicated on the ALP and following plans are expected to be financed in part by the City of Cottonwood, the Arizona Department of Transportation-Aeronautics Division, the Federal Airport Improvement Program and through private funding.

Initially, the terminal building and associated parking facilities will be constructed. Also during Stage I, T-hangars/T-shades and a [illegible] shrack will be a [illegible] ion of the fuel s[illegible] uction of an airp[illegible] Stage I is the a[illegible] ay 14 approacl[illegible] n area expansio[illegible]

In Stage II, additional space will be added to the terminal building, the segmented circle will be relocated, REIL's will be installed on Runway 14, and an NDB facility installed at the airport. Additionally, more apron area and T-hangars/T-shades will be constructed.

Ultimately, the parallel taxiway will be relocated providing the 240 foot separation standard and will include the installation of MITL. The addition of more T-hangars/T-shades will also occur during this stage.

TERMINAL AREA PLAN

The *Terminal Area Plan*, Sheet No. X, represents a refinement of the selected development configuration and provides a detailed staging plan for construction of the general aviation terminal facilities.

In Stage I, the major project is the construction of a terminal building and parking facility. Stage I also includes the construction of an airport access road, additional T-hangar/T-shades and a aircraft washrack. These facilities are situated as such to provide for future expansion. Stage II development includes terminal building and apron expansion and the construction of additional T-hangars/T-shades.

The Terminal Area Plan outlines the staging of the terminal area development over the 20-year planning period and the levels of accommodation. These staged developments depict an orderly progression for the overall development program and minimize the construction of any temporary or short term use facilities.

PART 77 AIRSPACE PLAN

The *Part 77 Airspace Plan* for Cottonwood Municipal Airport, Sheet No. X, is based on Federal Aviation Regulation (F.A.R.) Part 77, Objects Affecting Navigable Airspace. The intent of these regulations is to protect the airspace and approaches to each runway

from hazards that could affect the safe and efficient operation of the airport.

The Part 77 Airspace Plan is a graphic depiction of the imaginary surfaces described for various airport geometric planes, such as the runway (primary and transition surfaces), approach (approach surface), and the airport (horizontal and conical surfaces). Design criteria for surface heights, angles and radii on this plan are determined by airport category and runway approach instrumentation. The Airspace Plan for Cottonwood Municipal Airport is based on small airplane nonprecision approaches to both runway ends. These drawings will permit the City of Cottonwood to readily determine if construction of a proposed structure in the vicinity of the airport would penetrate any of the protected airspace surfaces.

The obstructions recorded at Cottonwood Municipal Airport are indicated on **Sheet No. 3.** Those obstructions that pertain to the runway protection zones and approach zones are explained in greater detail on the appropriate drawings that follow. Obstructions to the other airspace surfaces are described briefly below.

PRIMARY SURFACE OBSTRUCTIONS

The *primary* surface for the ultimate runway at Cottonwood Municipal Airport is 500 feet in width, extends 200 feet beyond each runway end and is centered on the runway. There are two obstructions to the primary surface at Cottonwood Municipal Airport: Airpark Road, located 225 feet east of the runway; and a airport security fence, with one portion located at the north end of the runway, and the other along the east side of the runway between the runway and Airpark Road. All obstructions within the primary surface are requested to be evaluated in a FAA Aeronautical Study to determine any hazards to navigable airspace.

TRANSITION SURFACE OBSTRUCTIONS

y surface is an join two surfaces irface has a slope rimary surface to ontal imaginary buildings within ed 270 feet east of Runway 14-32. It is requested that an FAA Aeronautical Study be preformed to determine any hazards to navigable airspace.

HORIZONTAL SURFACE OBSTRUCTIONS

The *horizontal* surface is established at 150 feet above the highest airport elevation. The horizontal surface has a radius of 5,000 feet from the ends of the runways. A tangent line connects both arcs, ultimately describing the surface exhibited in **Sheet No. 3.**

Based on the ultimate airport design, the obstructions to the horizontal surface are associated with rising terrain to the west of the airport. It is recommended that an FAA Aeronautical Study be preformed to determine if there are any hazards to navigable airspace. Each obstruction should be indicated in all aviation publications pertaining to the airport and lighted whenever possible.

CONICAL SURFACE OBSTRUCTIONS

The *conical* surface for Cottonwood Municipal Airport is 4,000 feet in length

and slopes away from the horizontal surface ar a 20 to 1 slope to a height of 350 feet above the established airport elevation.

Based on the ultimate airport design, the obstructions to the imaginary conical surface are associated with rising terrain west of the airport. It is recommended that an FAA Aeronautical Study be preformed to determine if there are any hazards to navigable airspace. Each obstruction should be indicated in all aviation publications pertaining to the airport and lighted whenever possible.

APPROACH ZONES PLAN

The *Approach Zone Plan*, **Sheet No. 4**, is a profile representation of the approach surfaces off each end of the runway. The plan depicts the physical features near each runway's extended centerline, including significant topographic changes, roadways, levees and railroads. The dimensions and angles of the approach surfaces are prescribed in Part 77 and depend upon the runway instrumentation and the type of aircraft served.

The approach slopes for the existing visual approaches to Runway 14-32 are 20 to 1, as well as the future non-precision approaches. These was one obstruction identified within the approach surface for Runway 14. Mingus Avenue, located north of the approach end of Runway 14, is required to provide 15 foot of height clearance, however, only 14 feet is provided. It is recommended that an FAA Aeronautical Study be preformed to determine if there are any hazards to navigable airspace.

RUNWAY PROTECTION ZONES PLAN

The *Runway Protection Zones Plan*, **Sheet No. 4**, consists of a large scale plan and profile view of the inner portions of the approach surfaces. This plan is designed to facilitate identification of roadways, levees, utility lines, structures and other possible obstructions that may lie within the confined of these safety areas at the ends of each runway.

The runway protection zone dimensions are a function of the size of the aircraft and the runway instrumentation. The runway protection zone for Runway 14-32 will be sized for small aircraft (12,500 pounds or less) under non-precision instrument operations (NDB procedures). Although RPZ's would generally be kept graded and level, the Runway 14 RPZ at Cottonwood Municipal Airport has Mingus Avenue and a runoff drainage wash located within its boundary.

LAND USE/NOISE PLAN

The objective of the *Land Use/Noise Plan*, **Sheet No. 5**, is to coordinate land uses both on the airport property and in surrounding areas, so that land uses are compatible and able to function without major constraints or annoyance. The Land Use/Noise Plan depicts the recommended land use proposed in the vicinity of Cottonwood Municipal Airport, both on and off airport property. The major objective of this plan is to protect and secure this valuable community asset, and the investment of community, state, and federal dollars.

The boundaries of the Land Use/Noise Plan are defined by a somewhat subjective area illustrated on Sheet No. 5 as the *Airport Influence Area*. This area is normally adjusted to follow natural landscape features, survey features and/or political boundaries. In the case of Cottonwood Municipal Airport, the boundaries have been aligned to the approximate size of the traffic patterns that could be flown in the vicinity of the airport. The Airport Influence Area as depicted, is unconstrained and includes the land most likely to be affected by the majority of the airport operations. The Airport Influence Area includes the noise impact area anticipated for the year 2015, as well as the potential traffic pattern area.

EXISTING LAND USE

The predominate land uses existing in the area of Cottonwood Municipal Airport are vacant or commercial/industrial. The Prescott National Forest borders the airport property to the west and Mingus Industrial Park borders to the east. Three existing residential land use in the proximity of the airport are a mobile home park located on the west side of State Route 89A, one-quarter mile east of the airport, a residential subdivision, one-half mile south of the airport, and a small development approximately one-half mile north-northwest of the airport.

PLANNED LAND USE

Jurisdiction over land use planning on the airport site and the vicinity is the presently the responsibility of the City of Cottonwood. An examination of the current zoning ordinance revealed that residential areas are located in the vicinity of the airport. This land use plan recommends commercial, industrial, or open space in the areas immediately surrounding the airport. Each of these land uses are considered compatible with the existing and future airport.

NOISE PLAN

In developing the Land Use/Noise Plan, three primary compatibility factors were analyzed and related to the Cottonwood Municipal Airport environs. Airport hazards are the first factors. Airport hazards can interfere with the landing, takeoff, and flight of aircraft. The criteria for airport hazards were defined and illustrated in the Part 77 Airspace Plan/Approach Zone Plan and Runway Protection Zones Plan.

The second major compatibility factor is aircraft noise and its potential impact on off-airport land use. Noise levels anticipated by future aircraft operations for the year 2015 have been determined through the use of the Integrated Noise Model (INM). This is a computer model which predicts noise exposure levels generated by aircraft operations over a 24-hour period. In general, the FAA recommends that residential and other noise sensitive land uses not be constructed within the 65 Ldn contour area.

The noise contours generated for Cottonwood Municipal Airport are depicted on the Land Use/Noise Plan, Sheet No. 5. Based on the level and type of aviation activity anticipated throughout the 20-year planning period and the INM methodology, the 65 Ldn noise contour generated does not extend beyond the airport property. Land use categories considered compatible with aviation operations are recommended for these areas.

The third factor relates to other land use sensitivities outside the 65 Ldn noise contour. Although the planning guidelines formulated by the FAA are based upon noise impacts, experience has shown that residential land uses in the proximity of airports (particularly within the approaches to an airport) often produce negative reactions from people located in these areas. This adverse reaction is due less to the noise impact and more to the aircraft overflight. It was for this reason that the Airport Influence Area was designed for Cottonwood Municipal Airport.

Residential land uses, for example, are often sensitive to noise or aircraft overflight since those activities associated with residential uses (relaxation, sleep, and speech) can be adversely impacted be noise events. Similarly, schools, libraries, and other public buildings normally require an interior noise environment suitable for uninterrupted speech communication and are also considered noise-sensitive. When circumstances permit, these land uses should not be planned in areas of airport traffic patterns and approaches to runways, even though the noise level is not considered significant.

In contrast, agricultural, industrial, and commercial land uses can adequately function under higher noise exposure levels and, thus, are considered a more compatible type of development for these areas.

ON-AIRPORT LAND USE

The purpose of the on-airport land use plan is to establish uses of the airport property in a way consistent with the distinct operations of the airport facility. On-airport land use planning is important to orderly development and efficient use of available space. On-airport land use planning is also necessary to minimize the potential for future incompatible land uses.

The on-airport land use is depicted on the *Land Use/Noise Plan*. Two types of land uses are identified on the Land Use/Noise Plan for on-airport uses: aviation related and commercial/industrial.

The **aviation related** area is the most common land use on airports. This area includes the airfield operations area and other aviation support facilities. The airport operations area includes the runway, taxiway, safety areas, approach zones, etc. The aviation support area includes facilities such as the terminal building, FBO facilities, tiedowns, hangars, etc.

The **commercial/industrial** land use category preserves land for the development of businesses that are compatible with the operations of the airport. This land use designation is normally applied at airports with a considerable amount of property, property in excess of that needed for aviation related development.

The on-airport land use plan is designed to provide basic guidance for the City of Cottonwood in making decisions related to development on Cottonwood Municipal Airport. Following the general recommendations of the plan, the airport can maintain an excellent relationship between the users and the community.

OFF-AIRPORT LAND USE

The off-airport land use depicted in Sheet No. 5, is designated the Airport Influence Area. As previously stated, this area is influenced by aircraft operations and will be subject to aircraft overflights. The existing land uses adjacent to the airport

are, for the most part, vacant or industrial. However, areas of residential development is located south, east, and north of the airport property.

Land uses to the north are presently compatible with airport operations, except for the small area of low density residential. It is recommended that this area be rezoned to accommodate commercial or industrial land uses.

To the west of the airport, a parcel has been zoned for medium density residential, which currently accommodates a mobile home park. This parcel should be considered to be rezoned as either commercial or industrial in the future. These land uses would be more compatible to future airport operations.

The land uses to the south of the airport include open space immediately adjacent to the airport property, and low density residential. Because of the amount of residential development in this area, it would appear that this land use will remain in this area throughout the planning period without any significant changes. However, it is recommended that this area remain as low density residential, with the potential of changing to commercial or industrial at some date beyond the planning period.

The area to the east, is zoned for industrial with a portion available for low density residential. Although the residential land use close to an airport is not recommended, this area would most likely not have aircraft overflights due to the airport traffic pattern being on the east side of the airport. It would not appear that significant noise impacts would occur in this area.

It is important to emphasize that noise contours produced by an airport are guides to proper land use planning. While it is sometimes impractical to change pre-existing land uses that are considered incompatible with airport operations, it is desirable to protect these lands within the influence area from further incompatible land use development.

AIRPORT PROPERTY MAP

The *Airport Property Map*, **Sheet No. 6**, depicts the property that was acquired in order to construct Cottonwood Municipal Airport. All of the documents recording the land acquisitions are described as well as the type of instrument (warranty deed, quit claim deed, etc.) used to acquire the property.

SUMMARY

The Airport Plan Set is designed to provide basic guidance for the City of Cottonwood in making decisions relative to future development at Cottonwood Municipal Airport. The plan set provides for development to satisfy both the short term and long range needs. Flexibility will be a key to future development as demands are not likely to occur exactly as forecast.

It will be incumbent upon the City to ensure these plans remain current and the appropriate authorities are advised whenever significant changes in airport development occur that could affect the area land use planning.

COTTONWOOD
MUNICIPAL AIRPORT

AIRPORT LAYOUT PLANS

INDEX OF DRAWINGS

Coffman Associates
Airport Consultants

AIRPORT DATA

COTTONWOOD MUNICIPAL AIRPORT (P52)			
CITY: COTTONWOOD, ARIZONA		COUNTY: YAVAPAI, ARIZONA	
RANGE: 3 EAST TOWNSHIP: 15, 16 N		CIVIL TOWNSHIP: N/A	
		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE		B-I	B-II
AIRPORT ELEVATION (MSL)		3550	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		98.4°F (JULY)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	34°43'48.07688" N	SAME
	Longitude	112°02'06.56751" W	SAME
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON	NDB
		--	ROTATING BEACON
		--	--
		--	--
		--	--
		--	--
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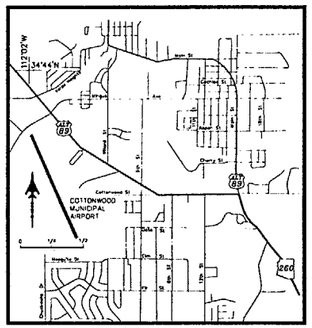
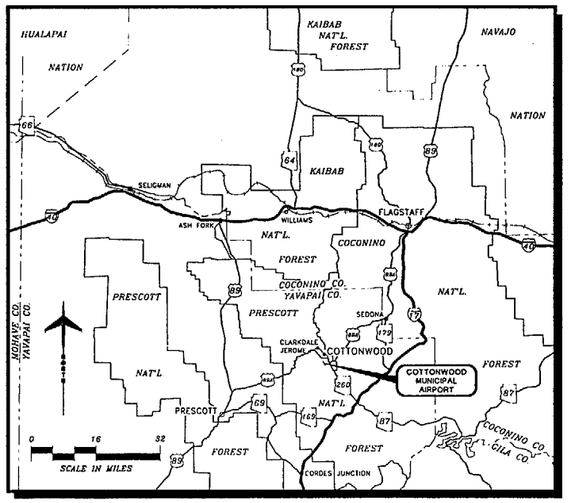


VICINITY MAP



LOCATION MAP

RUNWAY DATA

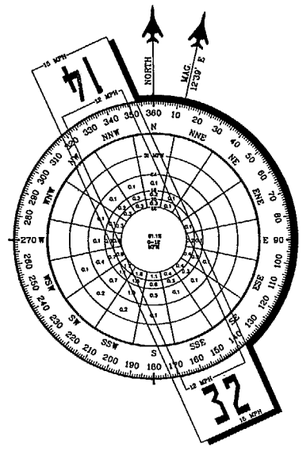
RUNWAY 14-32	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-I	B-II
RUNWAY AZIMUTH	24.417	SAME
RUNWAY BEARING	N24°25'00"W	SAME
RUNWAY DIMENSIONS	4250' X 75'	SAME
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	NONPREC./NONPREC.
RUNWAY APPROACH SURFACES	20:1/20:1	SAME
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME
RUNWAY STOPWAY	300' X 75'	SAME
RUNWAY SAFETY AREA	4850' X 150'	SAME
RUNWAY OBSTACLE FREE ZONE	4650' X 250'	SAME
RUNWAY OBJECT FREE AREA	5100' X 400'	SAME
TAKEOFF RUN AVAILABLE (TORA)	4250'/4250'	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	4250'/4250'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4250'/4250'	SAME
LANDING DISTANCE AVAILABLE (LDA)	4250'/4250'	SAME
PAVEMENT MATERIAL	ASPHALT	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.)[1]	12.5(S)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	0.97%	SAME
RUNWAY MARKING	VISUAL	NONPRECISION
RUNWAY LIGHTING	MIRL	SAME
RUNWAY APPROACH LIGHTING	PAPI-2, REIL (32)	SAME, REIL (14)
TAXIWAY LIGHTING	NONE	MITL
TAXIWAY MARKING	CENTERLINE	SAME
NAVIGATIONAL AIDS	PAPI-2	SAME
	REIL (32)	REILS (14-32)
	--	NDB
	--	--
	--	--
	--	--
	--	--

[1] Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT), wheel loading capacities.

RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 14	Latitude	34°44'07.03854" N	SAME
	Longitude	112°02'15.16092" W	SAME
RUNWAY 32	Latitude	34°43'28.45222" N	SAME
	Longitude	112°01'54.44197" W	SAME

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
INADEQUATE OBJECT FREE AREA-RWY. 14-32	ULTIMATE OBJECT FREE AREA	250' FROM RUNWAY CL	200' FROM RUNWAY CL	REQUEST FAA APPROVAL FOR MODIFICATIONS TO STANDARDS
INADEQUATE OBJECT FREE AREA-RWY. 14	ULTIMATE OBJECT FREE AREA	600' FROM RUNWAY END	340' FROM RUNWAY END	
INADEQUATE OBJECT FREE AREA-RWY. 32	ULTIMATE OBJECT FREE AREA	600' FROM RUNWAY END	510' FROM RUNWAY END	
AIRPORT OBSTRUCTIONS	F.A.R. PART 77 CRITERIA	SEE SHEET 4	SEE SHEET 4	REQUEST FAA AERONAUTICAL STUDY



SOURCE:
U.S. Department of Commerce, National Oceanic and Atmospheric Administration
DATA STATION:
National Climate Center Asheville, North Carolina
OBSERVATIONS:
90,000 Estimated
1948-1978
Ernest A. Love Field Prescott, Arizona

WIND COVERAGE		
	12 MPH	15 MPH
Runway 14-32	91.66%	96.38%

MAGNETIC VARIANCE-12°38'E (APRIL 1993)
RATE OF CHANGE 2.4' W

No.	REVISIONS	DATE	BY	APP'D.

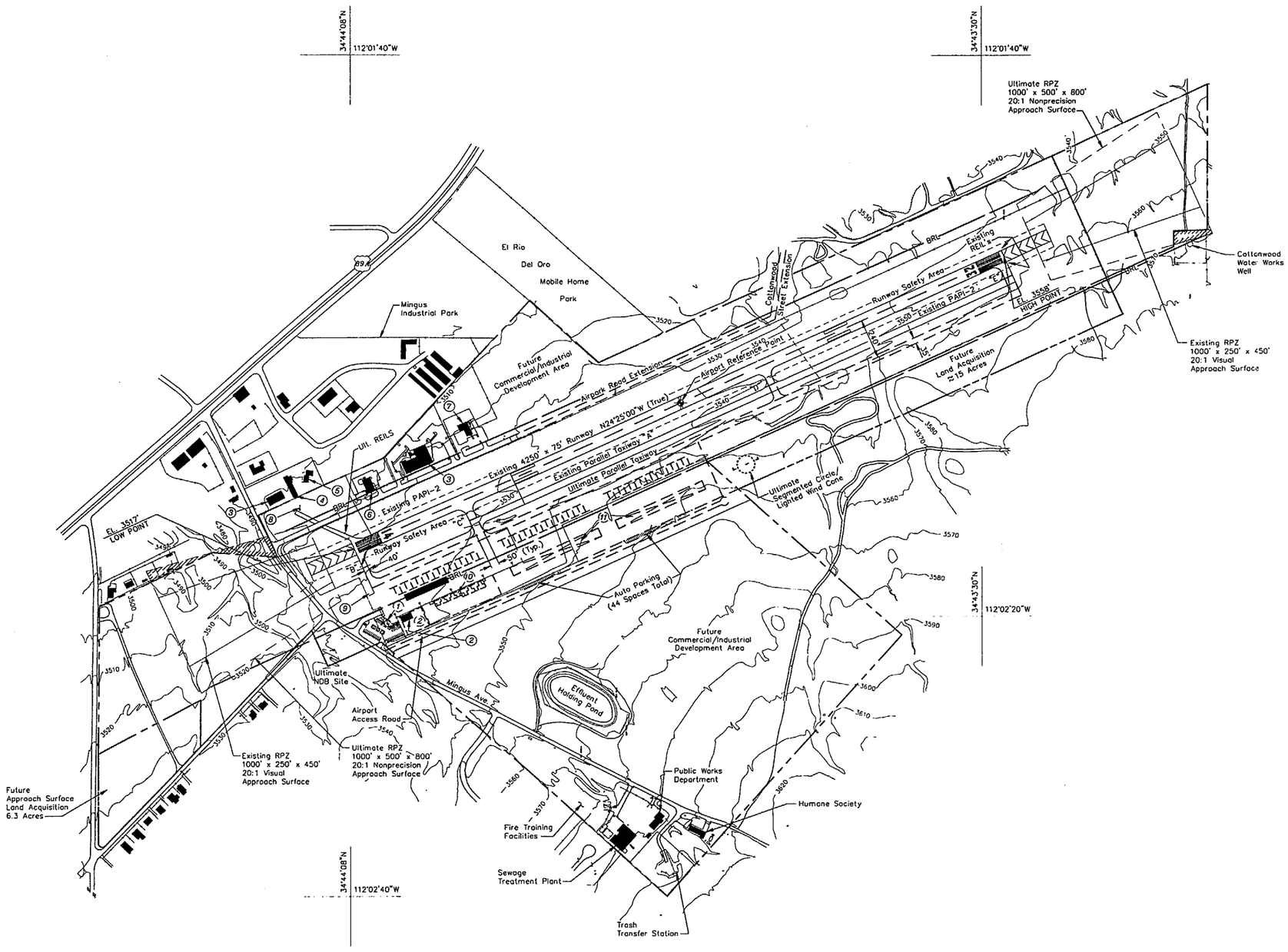
COTTONWOOD MUNICIPAL AIRPORT

AIRPORT DATA SHEET

COTTONWOOD, ARIZONA

PLANNED BY: Scott S. Gray
DETAILED BY: W.S. Holland
APPROVED BY: Jeanette V. Coffman
July 12, 1993

Coffman Associates
Airport Consultants



BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
--	(1)	TERMINAL BUILDING/PARKING
(2)	(2)	COTTONWOOD AIR SERVICE HANGAR (FBO)
(3)	--	VACANT
(4)	--	COTTONWOOD AIRPARK INC.
(5)	--	COTTONWOOD AIRPARK INC.
(6)	--	ADVENTURE'S OUTPOST
(7)	--	WASTE MANAGEMENT OF VERDE VALLEY
(8)	--	FUEL STORAGE
(9)	--	POWER VAULT
--	(10)	T-HANGAR
--	(11)	T-SHADE

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1080		TOPOGRAPHIC CONTOURS
		WIND INDICATOR (Lighted)

SUBMITTED BY: Coffman Associates — ON THE DATE OF: _____

FOR APPROVAL BY:

APPROVED BY: _____ — ON THE DATE OF: _____

Authorized Official's Name
Official's Title

MAG NORTH

MAGNETIC VARIANCE-12°38'E (APRIL 1993)
RATE OF CHANGE 2.4' W

0 300 600 900
SCALE IN FEET

GENERAL NOTES:

1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.

No.	REVISIONS	DATE	BY	APP'D.
	-	-	-	-

COTTONWOOD MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

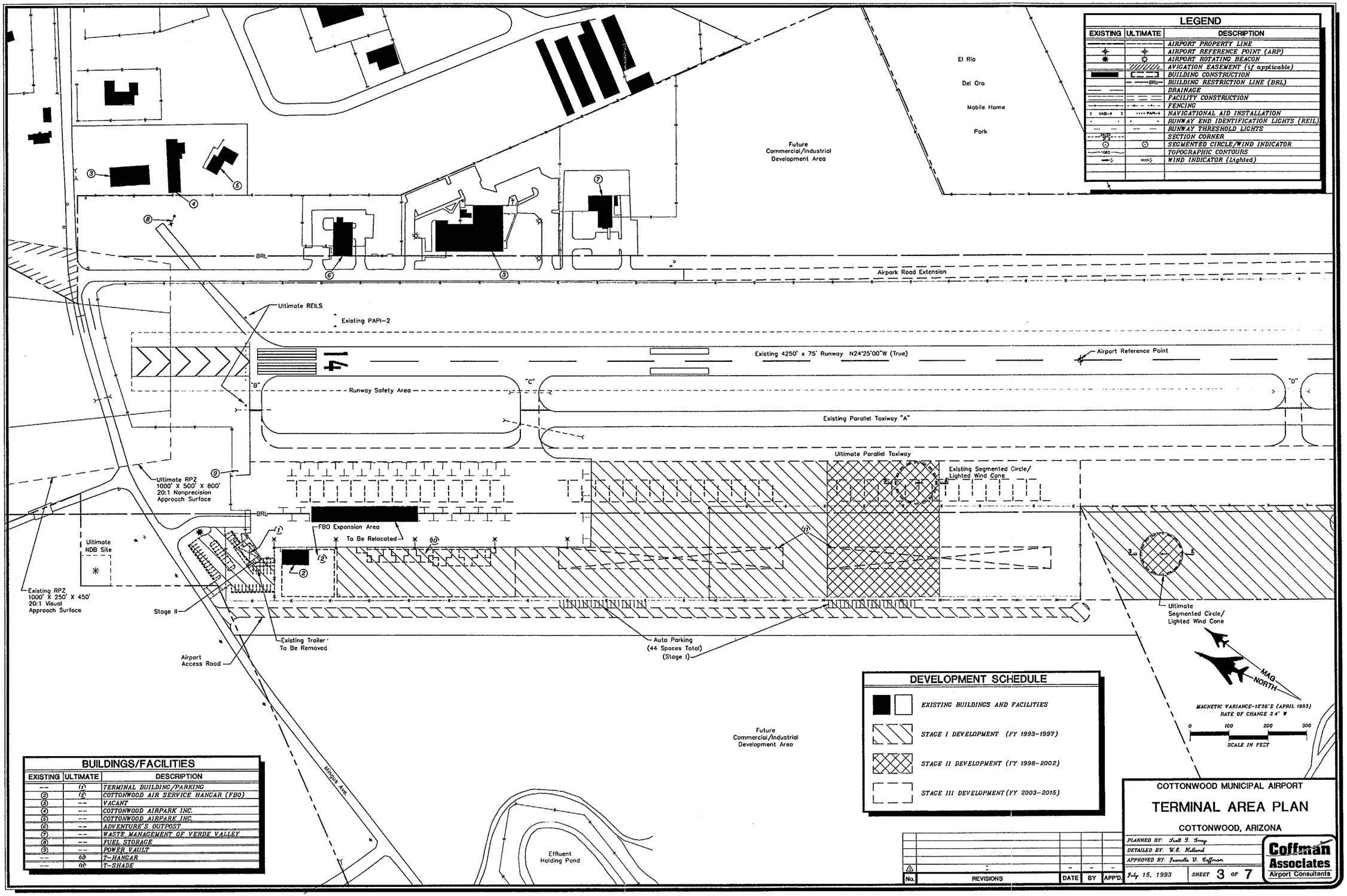
COTTONWOOD, ARIZONA

PLANNED BY: Ivell J. Gray
DETAILED BY: Joe Gonzales/W.B. Holland
APPROVED BY: Jeanette V. Coffman

July 15, 1993 — SHEET 2 OF 7

Coffman Associates
Airport Consultants

Coffman Associates C:\ALP.DWG 07-15-1993 08.32



COTTONWOOD MUNICIPAL AIRPORT

TERMINAL AREA PLAN

COTTONWOOD, ARIZONA

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

PLANNED BY: Scott T. Gray
DETAILED BY: W.S. Kelland
APPROVED BY: Jeanette V. Coffman
July 15, 1993
SHEET 3 OF 7

Coffman Associates
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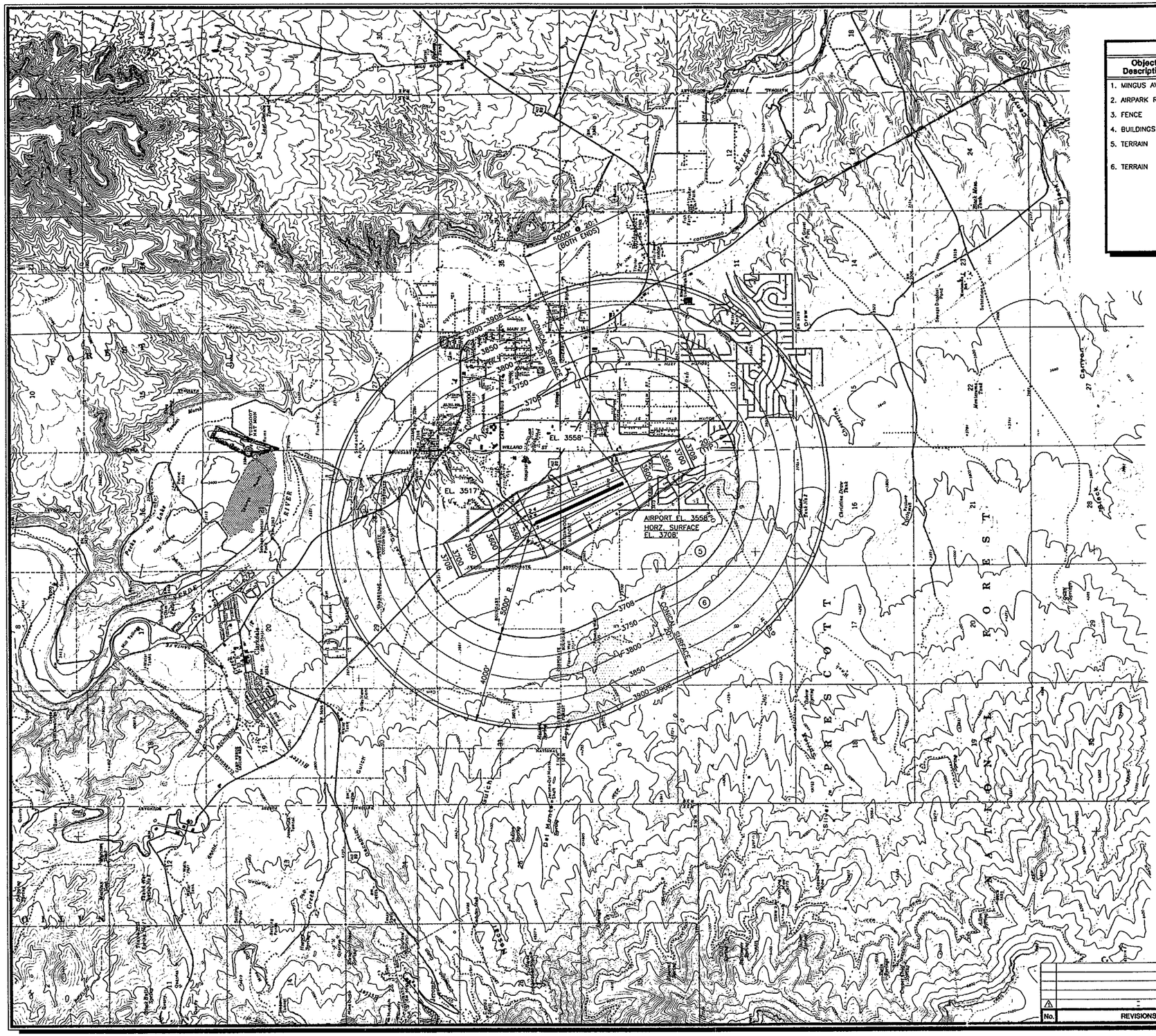

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. MINGUS AVENUE	3515 MSL	APPROACH	3527 MSL	+3 ft.	
2. AIRPARK ROAD	3520 MSL	PRIMARY	3520 MSL	+15 ft.	REQUEST
3. FENCE	VARIES	PRIMARY	VARIES	+6 ft.	FAA
4. BUILDINGS	3540 MSL	TRANSITIONAL	3520 MSL	+12 ft.	AERONAUTICAL
5. TERRAIN	3820 MSL	HORIZONATAL	3708 MSL	+118 ft.	STUDY
6. TERRAIN	4050 MSL	CONICAL	3908 MSL	+142 ft.	

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, Sheet 5 of these plans.
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the PROTECTION ZONES PLAN, Sheet 5 of these plans.
4. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

MAG NORTH

MAGNETIC VARIANCE-12°38'E (APRIL 1993)
RATE OF CHANGE 2.4' W

0 2000 4000 6000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APPD.

COTTONWOOD MUNICIPAL AIRPORT

PART 77 AIRSPACE PLAN

COTTONWOOD, ARIZONA

PLANNED BY: Scott T. Troop
DETAILED BY: W.S. Holland
APPROVED BY: Jeanette V. Coffman

April 2, 1993 SHEET 4 OF 7

Coffman Associates
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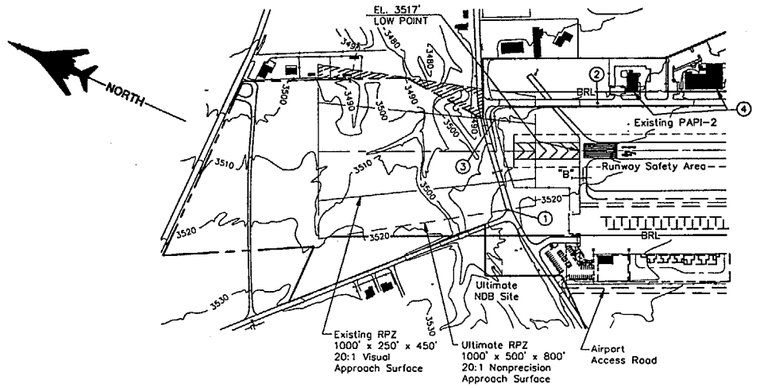
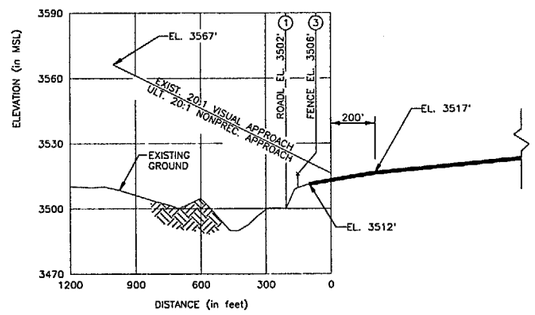
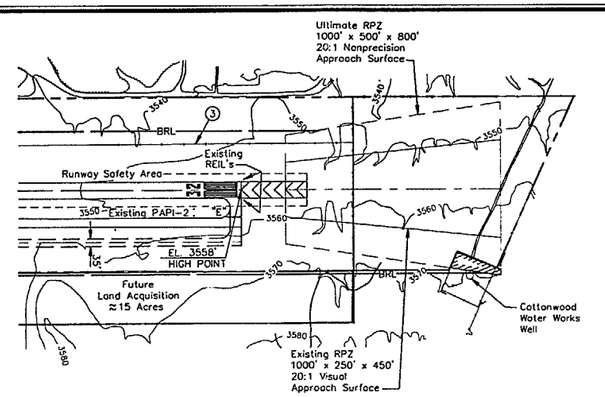
Coffman Associates C:\77\DWG 04-02-1993 10:31

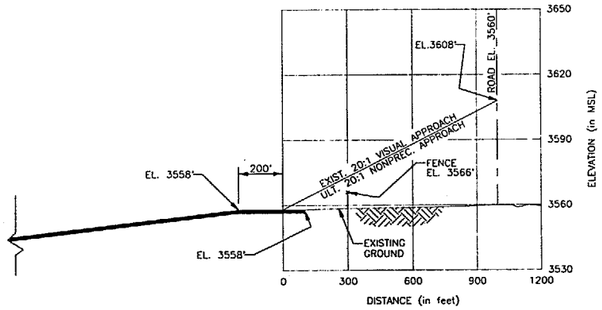


RUNWAY 14





RUNWAY 32

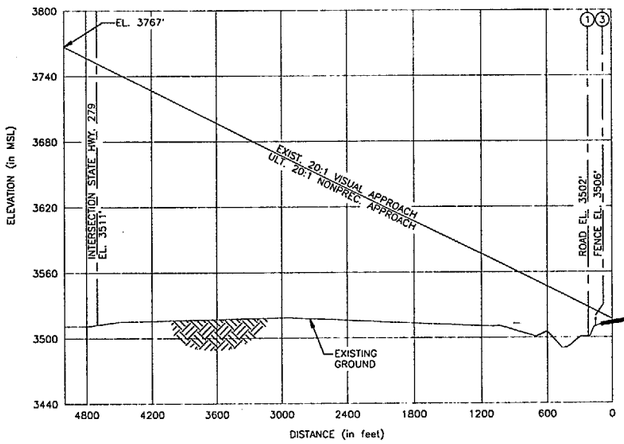


RUNWAY 14 - 32
PROTECTION ZONES PLANS & PROFILES

HORIZONTAL SCALE
0 300 600 900
SCALE IN FEET

VERTICAL SCALE
0 30 60 90
SCALE IN FEET

RUNWAY 14



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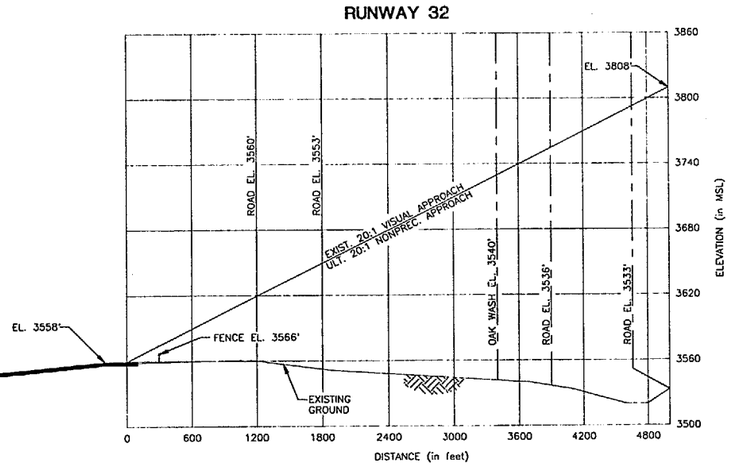

RUNWAY 14 - 32
APPROACH ZONES PROFILES

HORIZONTAL SCALE
0 600 1200 1800
SCALE IN FEET

VERTICAL SCALE
0 60 120 180
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

COTTONWOOD MUNICIPAL AIRPORT
APPROACH ZONES PROFILES/
RUNWAY PROTECTION ZONES
PLANS AND PROFILES
COTTONWOOD, ARIZONA

PLANNED BY: Scott T. Gray
DETAILED BY: W.E. Holland
APPROVED BY: Franklin V. Coffman
July 15, 1993
SHEET 5 OF 7

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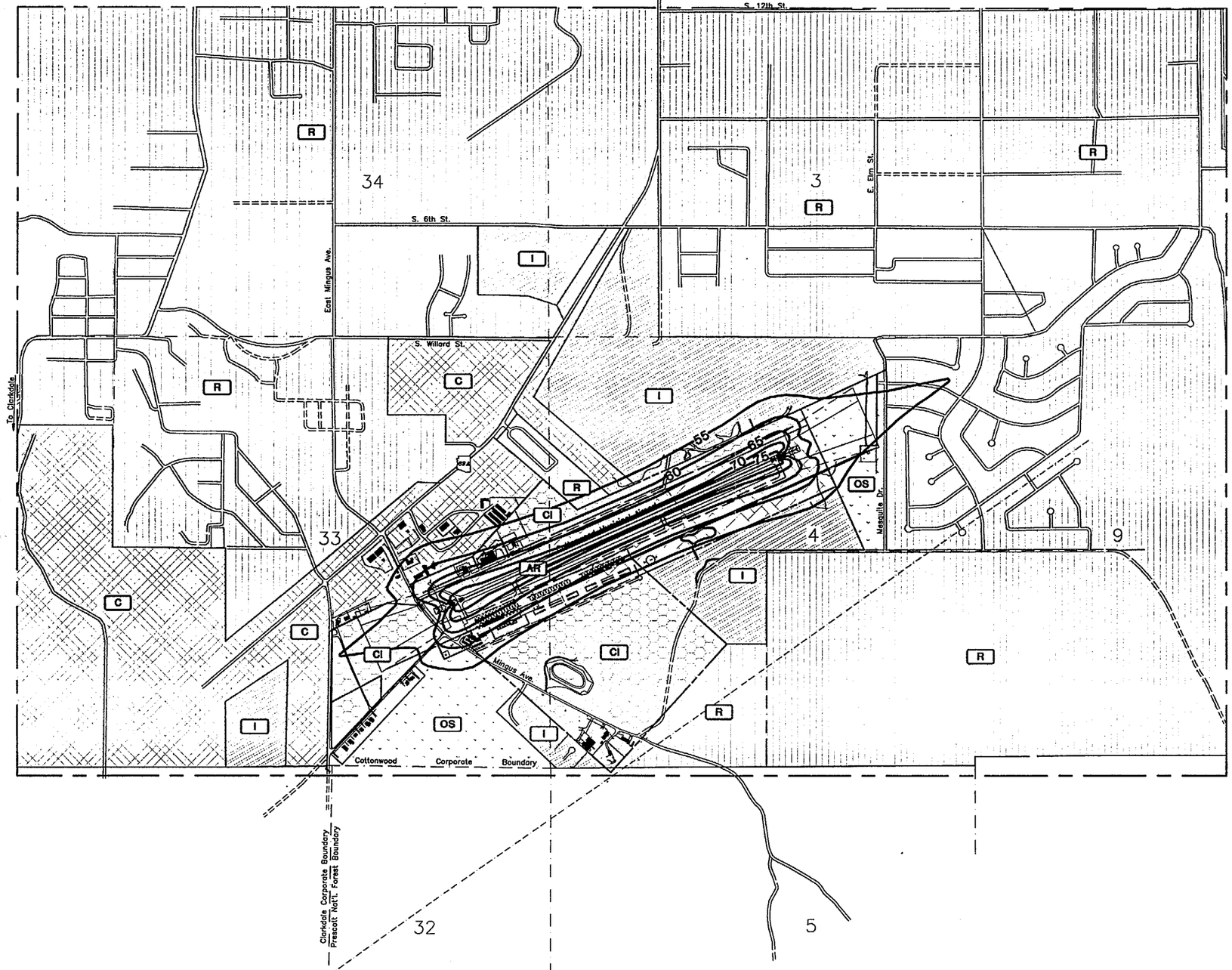

LAND USE LEGEND

OFF AIRPORT

- R — RESIDENTIAL
- C — COMMERCIAL
- I — INDUSTRIAL

ON AIRPORT

- AR — AVIATION RELATED
- CI — COMMERCIAL/INDUSTRIAL
- OS — OPEN SPACE
- 65 — LDN NOISE CONTOUR (2015)
- AIRPORT INFLUENCE AREA

ZONE II

0 600 1200 1800
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
	-	-	-	-

COTTONWOOD MUNICIPAL AIRPORT

LAND USE/NOISE PLAN

COTTONWOOD, ARIZONA

PLANNED BY: Frank S. Gray
DETAILED BY: W.S. Holland
APPROVED BY: Jeanette V. Coffman

July 16, 1993 — SHEET 6 OF 7

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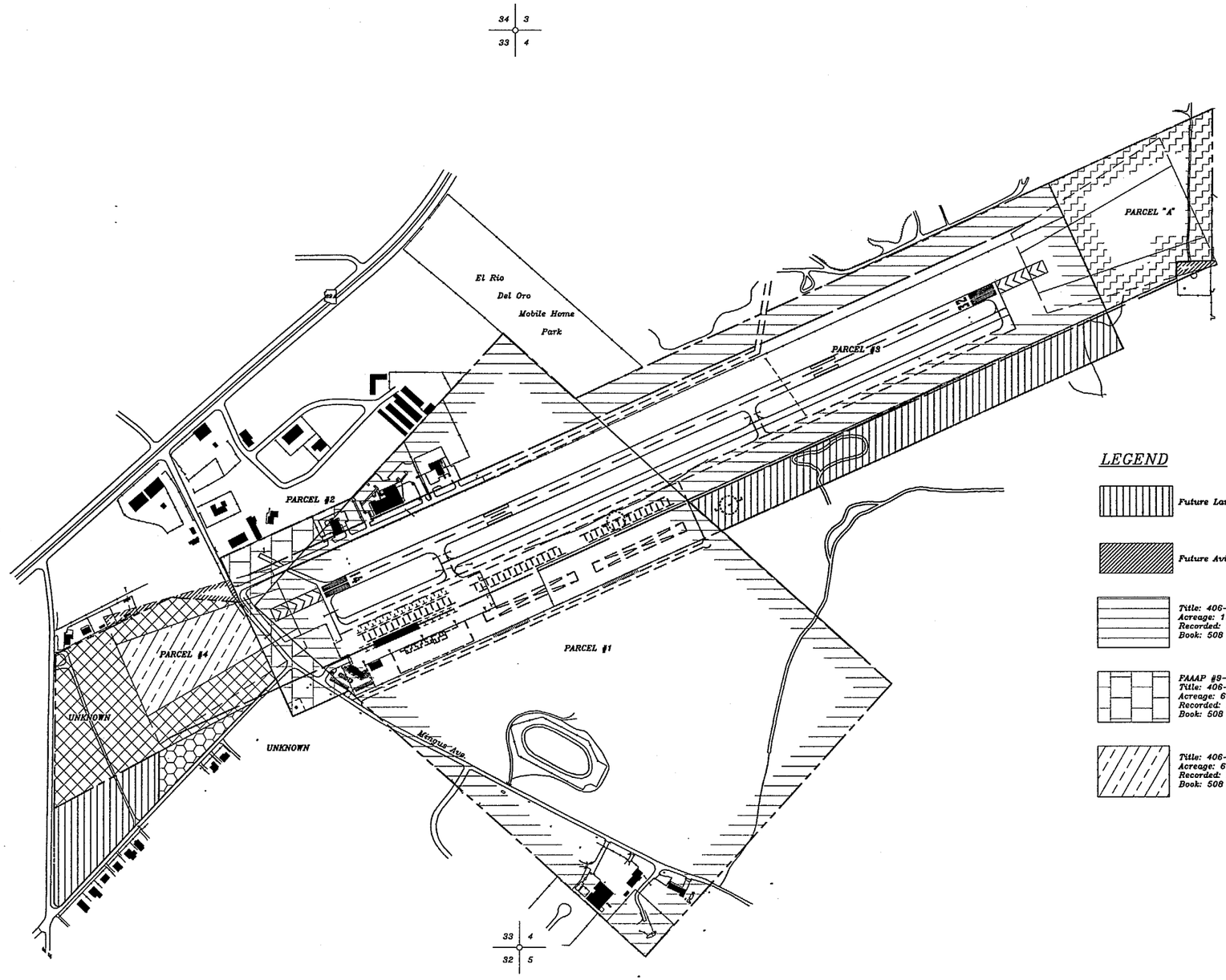

LEGEND

Future Land Acquisition (±21.3 Acres)

Future Aviagation Easement (±1.2 Acres)

Title: 406-08-002 (Part)
Acreage: 196
Recorded: Y.C.R. Date 5-16-76
Book: 508 Page: 435

FAA ADAP #01 (1976)
Title: 406-33-21B
Acreage: 15.1
Recorded: Y.C.R. Date: 7-19-77
Book: 1086 Page: 671

FAAAP #9-02-0004-C905 (1963)
Title: 406-08-002 (Part)
Acreage: 6.6
Recorded: Y.C.R. Date 5-16-76
Book: 508 Page: 435

FAA ADAP #01 (1990)
Title: 406-33-21C
Acreage: 1.7 (Not including road)
Recorded: Y.C.R. Date: 5-21-90
Book: 2253 Page: 12

Title: 406-33-26
Acreage: 6.5
Recorded: Y.C.R. Date 5-16-76
Book: 508 Page: 435

FAA ADAP #01 (1976)
Title: 406-08-5C
Acreage: 15.3
Recorded: Y.C.R. Date: 7-19-77
Book: 1086 Page: 674

NORTH

0 300 600 900
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

COTTONWOOD MUNICIPAL AIRPORT

AIRPORT PROPERTY MAP

COTTONWOOD, ARIZONA

PLANNED BY: Scott J. Gray
DETAILED BY: W.E. Holland
APPROVED BY: Jeanette V. Coffman
September 13, 1993 SHEET 7 OF 7

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Coffman Associates C7NPROP.DWG 09-13-1993 09:03